

OZONE IN KANSAS CITY

The Kansas City Ozone Maintenance Area includes Clay, Jackson and Platte counties in Missouri as well as Johnson and Wyandotte counties in Kansas. The Kansas City area was designated as a sub-marginal nonattainment area under the Clean Air Act Amendments of 1990. In 1992, the Kansas City area demonstrated compliance with the standard and was redesignated to attainment.

In 1999, Kansas City did not report any exceedances of the one-hour ozone standard. During the 1998 ozone season, the Kansas City area reported five exceedances. Four of the exceedances occurred in Missouri. One exceedance occurred in Kansas. The table below shows the number of days each site reported exceeding the ozone standard between 1989 and 1999.

Number of Days with Excessive Ozone - Kansas City Ozone Maintenance Area

of 1-Hour Exceedances

Site	Address	89	90	91	92	93	94	95	96	97	98	99
Kansas City	Missouri											
Liberty	Hwy 33 and County Hwy	0	0	0	0	1	0	3	0	1	2	0
Lawson	Watkins Mill State Park Road	0	0	0	0	0	0	3	0	0	1	0
Kansas City	49th and Winchester WOF	0	1	0	0	0	0	2	0	0	0	0
Kansas City	Richards Gebaur AFB	0	0	1	0	0	0	0	0	0	0	0
Kansas City	11500 N. 71 Hwy KCI Airport	0	1	0	1	0	0	1	0	1	1	0
	Kansas	89	90	91	92	93	94	95	96	97	98	99
Wyandotte CO	Ann Avenue	1	0	0	0	1	0	0	1	0	1	0
Total		1	2	1	1	2	0	9	1	2	5	0

CONTROLLING KANSAS CITY OZONE

The Kansas City area has experienced ozone problems since the late 1970s. In response to the Clean Air Act Amendments of 1990, DNR promulgated two regulations that reduced the Reid vapor pressure (RVP) of gasoline in the Kansas City area. RVP is a measure of the tendency of gasoline to evaporate into the air. Lowering gasoline's RVP reduces its evaporative emissions. From 1990 through 1997, the RVP of gasoline in Kansas City has been reduced on three occasions. The latest change occurred during the summer of 1997. DNR and the Kansas Department of Health and

Environment both required that 7.2 RVP gasoline be sold in the Kansas City Maintenance Area during the peak ozone season, June 1 through September 15.

DNR's Air Pollution Control Program developed an ozone control strategy after working with the Mid-America Regional Council (MARC), the Kansas Department of Health and Environment, Kansas City local agencies, environmental groups and industrial representatives. This strategy was to be implemented in place of the contingency measures included in the 1992 Kansas City Ozone Maintenance State Implementation Plan. After extensive evaluation of control options, DNR, the EPA, the Kansas Department of Health and Environment, MARC and other community representatives

selected a control strategy including federal RFG. The Missouri Air Conservation Commission (MACC) adopted the Maintenance Plan in February 1998.

RFG would have replaced low RVP gasoline as the fuel control strategy. DNR and the Kansas Department of Health and Environment hosted a Fuels Summit in June 1999. This summit resulted in a recommendation to proceed with RFG. The governors of Kansas and Missouri requested that the EPA include the Kansas City area in the federal RFG program at the end of July 1999. However, a lawsuit brought by the American Petroleum Institute against U.S. EPA has blocked the use of federal RFG in former ozone nonattainment areas, including Kansas City.

